









## Intimation.

Powell's  
Alexandra  
Buildings.ARE  
PRODUCERS  
OFTHE MOST  
UP-TO-DATE  
TIME AND  
LABOUR-SAVING

DEVICES.

IN  
MODERN  
OFFICE  
FITTING.

FILING

CABINETS

With nests of  
drawersSUITABLE FOR  
Every Description  
of  
NUMERICALand  
ALPHABETICAL

FILING

DESKS,

CHAIRS,

TABLES,

BOOKCASES,

CUPBOARDS, &amp;c.

PARTICULARS ON APPLICATION.

WM. POWELL,  
LTD.  
HONGKONG.

Hongkong, 17th June, 1910.

## Public Companies.

THE WEST POINT BUILDING  
COMPANY, LIMITED.

AN INTERIM DIVIDEND of Dollars 1.80 per Share for the six months ending 30th June, 1910, will be payable on FRIDAY, 29th July, on which date Dividend Warrants may be obtained on application at the Co.'s Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 20th, to FRIDAY, 29th July (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary, the Hongkong Land Investment and Agency Co., Ltd.,  
General Agents for The West Point Building Co., Ltd.  
Hongkong, 12th July, 1910. [483]

THE HONGKONG LAND INVESTMENT  
AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of \$1.50 per Share for the six months ending 30th June, 1910, will be payable on FRIDAY, 29th July, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 20th, to FRIDAY, 29th July (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary.  
Hongkong, 12th July, 1910. [484]

HONGKONG, CANTON AND MACAO  
STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE EIGHTY-EIGHTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Marlborough, on TUESDAY, the 9th August, at 12 o'clock noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of Directors, and electing Directors and auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 26th July to 9th August, both days inclusive.

By Order of the Board of Directors,  
JOHN ARNOLD,  
Acting Secretary.  
Hongkong, 12th July, 1910. [485]

## Notice of Firm.

HONGKONG AND SHANGHAI BANKING  
CORPORATION.

DURING MR. J. R. M. SMITH'S absence on leave Mr. N. J. STABB has been appointed ACTING CHIEF MANAGER.

G. BALLOCH,  
Cashier of the Joint Directors,  
Hongkong, 10th July, 1910. [490]

## Intimations

THE BRITISH-FOREIGN IMPORT & EXPORT COMPANY, Central Buildings, Liverpool, England, is prepared to receive Consignments of Local Produce on best terms.

## CHEONG HING

HAS ALWAYS ON HAND

A LARGE ASSORTMENT OF

CURIOS, PORCELAIN, JADESTONE

AND

SILK EMBROIDERIES.

Inspection Solicited.

## BUSINESS COMMENCES,

WEDNESDAY, 13th July.

No. 77, Queen's Road Central.

Hongkong, 11th July, 1910. [477]

## NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the *Hongkong Telegraph* (daily and weekly issues) will be as follows:—

DAILY—\$36 per annum.  
WEEKLY—\$15 per annum.

The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Post subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 50 cents per quarter. Single Copies, Daily, 10 cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

There will be no rebate to Missionary subscribers as heretofore.

By Order,  
THE MANAGER,  
Hongkong Telegraph Co., Ltd.  
Hongkong, 11th July, 1910. [478]

## THE SHOOTING AT NANKING.

## WOUNDED MAN TAKES BLAME.

The following account of the unfortunate shooting affray in Nanking on Sunday, when V. Borowsky, one of the owners of the circus at present showing there in connection with the exhibition, is substantially the story told by the witnesses of that occurrence:—A storm blew up during the afternoon and in common with the rest of the Exposition tents and marquees the Circus suffered considerably. In the down-pour of rain and thunder and lightning the animals became very restive and threatened to break loose, and with the other employees of the Circus Stafford had his work cut out to keep them from doing so. Whilst thus employed he lost a shoe. When everything had been secured he proceeded towards the bar with the rest of the men, but the sight of his walking up minus a shoe seems to have formed the subject of considerable mirth among the Russians who composed the great part of the Circus hands, and a vast amount of chaffing went on. As far as can be learned this must have continued for quite a long time, for during the while they shook dice for drinks Stafford appears to have remained the butt for their jests and ridicule. But human endurance has its limits, and angrily Stafford is said to have faced his tormentors and uttered an expression like, "You Russians are fools." He refused any longer to shake dice, and then Borowsky who is supposed to have been foremost amongst those who were joking at Stafford's expense, insisted upon him doing so. There seems to be very little question that all were under the influence of liquor, and in all likelihood the scene was a particularly rowdy one. Though Borowsky insisted on Stafford's playing dice, the latter finally refused, and then, either in a fit of temper, or by way of another coarse joke, the former snatched up the box and hurled the dice into Stafford's face.

From this point onward the affair took a serious turn. Stafford turned to leave a company which was evidently distasteful to him, and as he made for the door Borowsky is credited with saying that if Stafford were to go out he will help him out. The Britisher continued to walk on hurriedly, but the Russian was after him repeating his threat, such as it was, and finding that his pursuer gained upon him Stafford turned. It is supposed he feared that Borowsky would lay hold of him by the collar, of his coat and down him, but however this may be, he drew a revolver or pistol and fired point-blank at him. With the bullet lodged in his chest, Borowsky dropped, and Stafford, realising what he had done, ran off to hide. Assistance was soon forthcoming and the injured man was taken to the emergency hospital, from where he was later on brought to Shanghai. After some time Stafford gave himself up to the authorities, and in due course was lodged in gaol in the British Consulate. So far, it has not been found possible to operate upon Borowsky for the removal of the bullet, and it is feared that owing to its location the operation will be attended with the greatest danger. As already stated his deposition has been taken by the Russian Consul-General, and it is understood he has taken the blame for the whole affair, desiring that Stafford should not be proceeded against.—*Shanghai Times*.

NUTRITIVE VALUE OF  
SAWDUST.

## A FOOD WHICH FOWLS REFUSED.

There was an interesting discussion at a meeting of the Devon County Council yesterday, 10th ult., on the question of sawdust in foodstuffs.

Alderman Triemitt explained that in March last the Agricultural Committee of Council applied to the Board of Agriculture for consent to prosecute sellers of foodstuffs which had been found to contain 40 1/2 per cent. of wood sawdust.

The Board replied that a microscopical examination by their officers had revealed the fact that the sawdust had undergone a change which might have altered its character and given it some food value. They were, therefore, of opinion that the proceedings could not be instituted successfully.

## COUNTY ANALYST'S OPINION.

The county analyst had since analysed the remaining portion of the sample and could not discover anything of the nature stated by the Board's officers.

It was an unfortunate decision, said the alderman, and might prejudice them in the eyes of farmers, because it was very difficult for them to believe that sawdust had any food value. (Laughter).

Dr. Slade King said he had added boiling water to several samples, and, by letting it stand, got a large quantity of the "pulp" brought from America for printing newspapers." (Laughter). How that could be supposed to be food for man or beast he could not understand. They had tried it on poultry and the birds had shown their wisdom by refusing it. (Laughter). Such material was simply a swindle on the poor beasts who had to eat it.

## THE BOARD'S REASON.

Mr. George Lambert, M.P., Civil Lord of the Admiralty, said he was so agitated when he read the report of the committee that he wrote to the Board of Agriculture. The reply was to the effect that the object was not to protect the perpetrators of the fraud, but to prevent the council entering upon protracted and costly litigation. They were all agreed as to the food value of sawdust, but the matter turned on the question of whether it was vegetable material or not.

It was resolved to send a protest to the Board of Agriculture. Lord Clifford promised to bring the matter before the House of Lords.

## Intimations.

## MOTHERS SHOULD KNOW

The troubles with multitudes of girls is a want of proper nourishment and enough of it. Now-a-days they call this condition by the learned name of Anemia. But words change no facts. There are thousands of girls of this kind anywhere between childhood and young ladyhood. Disease finds most of its victims among them. They are too weak and frail to resist. Some of them are passing through the mysterious changes which lead up to maturity and need especial watchfulness and care. Alas, how many break down at this critical period; the story of such losses is the saddest in the history of home. The proper treatment might have saved most of these household treasures, if the mothers had only known of

WAMPOLE'S PREPARATION and given it to their daughters, they would have grown to be strong and healthy women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In building up pale, puny, emaciated children, particularly those troubled with Anemia, Scrofula, Rickets, and Bone and Blood diseases, nothing equals it; its tonic qualities are of the highest order. A Medical Institution says: "We have used your preparation in treating children for coughs, colds and inflammation, its application has never failed us in any case, even the most aggravated bordering on consumption. The children like it, and it builds up their bodies; many little children owe their lives to it." The more it is used the less will be the ravages of disease from infancy to old age. It is both a food and a medicine, modern, scientific, and effective from the first dose. It never deceives or disappoints, and is the medicinal triumph of our time. "There is no doubt about it." Sold by chemists.

THE  
CHINA PROVIDENT LOAN AND  
MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,500,000)

Loans on Mortgage of House Property, &c.  
Goods received on Storage.  
Advances made on Merchandise.  
Loans made on the Provident System.  
(Rates and Particulars on application.)

THE OFFICE OF  
TRUSTEE, EXECUTOR OF WILLS,  
ATTORNEY, &c.,  
Undertaken and Executed.  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 10th March, 1908. [41]

HUNG ON & CO.,  
SHOW ROOM AND STORE  
at the Premises formerly occupied by  
A. CHER & CO.,  
17A, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERERS AND  
FURNITURE  
IMPORTERS AND DEALERS.

CROCKERY, Cutlery, Electro and Silver  
Plated, Glass and Iron Wares of all  
descriptions, always on hand, for sale or on  
hire at moderate rates.  
Hongkong, 1st June, 1910. [413]

NEW SHOP!  
JUST OPENED!!

DO NOT MISS LOOKING AT  
OUR WONDERFUL SELEC-  
TIONS OF  
RARE JEWELS,  
&c., &c., &c.

MOHIDEEN &  
CO.

Dealers in  
CEYLON PRECIOUS  
STONES, &c.,  
38 & 40, QUEEN'S ROAD  
CENTRAL.

Hongkong, 23rd May, 1910. [47]

## NOTICE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write to the Hongkong Telegraph office or direct to 37, Hollywood Road, 2nd floor.  
Hongkong, 2nd January, 1910. [41]

HONGKONG AVERAGE MARKET  
PRICES.

Corrected 14th July, 1910, 200 cts. per 3 Mss.

## BUTCHER MEAT.

	Cents.
Beefsteak & prime cut—Mei Lung Pa	20
" Corned—Ham Ngau Yuk	22
" Roast—Shiu	22
" Breast—Ngau Lam	15
" Soup, Tong Yuk	20
" Steak—Ngau Yuk Pa	22
" Sirloin—Ngau Lau	30
" Sausages—Ngau Yuk Chang	25
Bullock's Brains—Know	per set
" Tongue fresh—Ngau Li	each
" Corned—Ham Ngau Li	60
" Head—Ngau Tau	25
" Heart—Ngau Sum	per 2
" Hump, Salt—Ngau Kin	18
" Feet—Ngau Kok	each
" Kidneys—Ngau Yio	9
" Tail—Ngau Mei	18
" Liver—Ngau Gon	12
" Tripe (undressed)—Ngau To	6
Veal's Head and Feet—Ngau-chai-tan-kook	\$1.00
Mutton Chop—Yeung Pal Kwai	22
" Leg—Yeung Pal	22
" Shoulder—Yeung Shau	20
" Chilling—Chi chong	24
" Brains—Chi Kook	per set
" Feet—Chi Kook	12
" Fry—Chi Chok	12
" Head—Chi Tau	12
" Heart—Chi Sum	each
" Kidneys—Chi Yio	pair
" Liver—Chi Kon	24
Pork, Chop—Chi Pal Kwai	22
" Corned—Ham Chu Yuk	—
" Leg—Chu Pal	24
" Fat or Lard—Chu Yau	—
Sheep's Head and Feet—Yeung Tau	—
" Kook	each
" Heart—Yeung Sum	each
" Kidneys—Yeung Yio	—
" Liver—Yeung Gon	24
Sucking Pig, To Order—Chi Chai	22
Suet Beef—Sang Ngau Yau	20
" Mutton—Sang Yeung Yau	—
Veal—Ngau Chai Yuk	—
" Sausages—Ngau Chai Yuk Tong	—

## POULTRY.

Chicken—Kai Chai	22
Capon, Large, Small—Siu Kai	33
Duck—Ar	33
Doves—Fan Kau	each
Eggs, Hen—Kai Tau	per doz.
Fowls, Canton—Kai	22
" Hainan—Hoi Nam Kai	—
Geese—Ngo	22
Goose, Wild Shanghai—Sheng Hoi Ye	—
" Ngo	—
Goose—Wong Keng	each
Hare—Tu Chai	—
Partridge—Chi Khoo	—
Pheasant—Shan Kai	per pair
Pigeons, Canton—Pak Kap	each
" Holchow—Holchow Pak Kap	24
Quail—Um Chum	—
Rice Birds—Wo Fa Cheuk	dozen
Salpae—Sa Chui	each
Turkeys, Cock—Fo Kai Kung	per 2
" Hen—Na	—
Wild Ducks, Shanghai, Sulap	pair
Teal, Shanghai, Sul Ap Chai	—
Wild Ducks Canton—Sang Shing Sul	—
Ap	per pair

## FISH.

Barbel—Ka Yu	20
Beam—Bin Yu	10
Canton Fresh Water Fish—Hoi Sin Yu	15
Carp—Li Yu	20
Grass—Ghi Yu	20
Goddish—Mum Yu	20
Grabs—Hal	20
Gutted Fish—Muk Yu	20
Hair—Sa Mang Yu	20
Dace—Wong Mei Lun	20
Dog Fish—Ti Yu Sa	20
Hair, Congor—Hal Man Yu	20
" Fresh water—Tam Sul Yu	20
" Yellow—Wong Shiu	20
Frogs—Tian Kai	20
Garoupe—Sak Pan	20
Gudgeon—Pak Kap Yu	20
Herrings—Tio Pak	20
Hallibut—Cheung Kwan Yu	20
Labeus—Wong Fa Yu	20
Loach—Wo Yu	20
Lobster—Long Ha	20
Macarel—Chi Yu	20
Mullet—Ghai Yu	20
Oysters—Sang Hoo	20
Parrish—Kai Kung Yu	20
Pearl—Tau Lau	20
Pike—Fa Yu	20
Plaice—Pau Yu	20
Pomfrit, Black—Hak Chong	20
Pomfrit, White—Pak Chong	20
Pomfrit—Ming Ha	20
Ray—Fai Yu	20
Rock Fish—Sak Kwan Yu	20
Sole—Chun Yu	20
Solomon (fish), black water—Ma Yu	20

	Cents.
Shark—Sa Yu	22
Shark—Po Yu	22
Shrimps—Ha	22
Snapper—Lap Yu	22
Solae—Tat Sa Yu	22
Tench—Wan Yu	20
Turbot—Cho Hoi Yu	22
Turtles, small, fresh water—Kook Yu	22
White Bait—Ngau Yu Chai	—

## FRUITS.

Almond—Hung Yan	24
Apples, (California)—Kam San Ping	22
" Ko	—
" (Chafao)—Tin Chuan Ping	—
" Ko	—
" Small—Hoi Tong	—
" Custard—Fan Lai Chai	—
Bananas, fragrant, Canton—Sang Sheng	—
" Hung Chai	—
" (bitter), Macao—San Hing Chai	—
Cherries, Chinese—Fong Lut	20
Cherries, Young Ton	9
Cocoanuts—Yeh Tai	10
Grapes—Siu Tai Tai	—
Lemons, China—Ning Moong	10
" Amer.—Kum San Ning Moong	2
Lichees, Small Stone—Lai Chai Chai	—
" Fresh, Lai Chai	—
Limes, (Sailgo)—Sai Kung Ning	—
" Moong	6
Mango, Manila—Lai Sung Moong	12
Mango, Saigon—Sai Kung Moong	—
Mangosteens, San Chai Tai per doz.	20
Oranges, Tim Chang	10
" Small—Tai Kot	—
" Mandarin—Tim Kot	—
Oilives—Pak Lam	—
Passion Fruit	—
Pears, (American)—Kam San Shui Li	10
" Canton, Cooking—Sa Li	10
Peanuts—Fa Sang	10
Persimmons, Large—Hung Chai	—
Pine-apples, 1st quality—Sheng Poon	—
" 2nd quality—Chung-tang	—
" and cooking—Chung-tang	—
" Paw-lau	—
Pistachios—Tai Chai	—
Pineapple, Swatow—Hung Lai	7
Pineapple, Siam—Chiu Lo Yau	10
Walnuts, Hop Ton	10
" Green—Sang Hop Ton	—
Shanghai Lo Kwai	—

## VEGETABLES, &amp;c.

Artichokes, Shanghai—Sheng Hoi Ah	
Chai Chai	10
Beans, (French) Macao—Oh Moon Pin	
Tai	14
Beans, (French), Shanghai—Sheng Hoi	
Pin Tai	6
Beans, Sprout—Ah Choi	2
Beans, Long—Tan Kok	7
Beet Root—Hung Chai Tau	each
Bristles, Green—Chang Yuen Ker	6
Bristles, Red—Hung Ker	6
Bamboo Shoots—Chook Shun	10
Cabbage, Chinese, com.—Kai Choy	10
Cabbage, Red—Kai Lan Tai	each
Cabbage, (Shanghai)—Yeh Chai	12
Cane Shoots, bunch—Kan Shun	
Cauliflower, Large size—Tai Yeh Choi	
Fa	each
Cauliflower, Medium size—Chang Yeh	
Choi-fa	each
Cauliflower, Small size—Sai Yeh Choi-fa	
Carrots—Kam Shun	4
Celery, Chinese—Tong Kan Choy	3
Celery, English—Yeung Kan Choi	3
Celery, White—Pak Yeung Kan Choi	
Chillies, Dried—Con Lai Chit	6
Red—Hung Fa	6
Green—Chang Lat Chai	4
Curry Stuff, English—Ka Lee Choi Liu	4
Cucumbers—Chang Kwa	3
Edible Squash—Fa Kwa	4
Garlic—Suen Tai	4
Ginger, young—Sun Tse Kung	4
old—Lo Kung	4
Horse Radish, Shanghai—Lik Kan	20
Indian Corn—Suk Mai	4
Lettuce—Yeung Sang Choi	each
Water Chestnuts—Kwai Lum Ma Tai	1
Mandarin—Kwai Lum Ma Tai	1
Musk Melon	20
Mushrooms, Fresh—Sang Chai Kai	20
Onions, Bombay—Yeung Ching Tai	7
Green—Sang Ching	4
Shai—Sheng Hoi Ching Tai	1
Japan—Yat Poon	
Okra—Mo Ker	10
Parsley, English—Yeung Un Sai	10
Green Peas—Cheng Tai	10
Potatoes, Sweet—Fan Fan	3
Shanghai—Sheng Hoi Shun	
Tai	
Japan—Yat Poon Shun Tai	
American—Fa Ki	
Fookchow—Fai Chai Shun Tai	
Macao—Oh Moon	
Pumpkin—Tong Kwa	10
Radish—Hung Lo Pak Tai	10
Rubard	10
Shallots—Gon Ching Tai	10
Springs (Chinese)—Fai Choi	10
Springs—Yin Choi	10
Tomatoes—Fan Ker	10
Taro—We Tai	10
Turnip, Purple (Long)—Low Pak	10
Ngai-lung—Low Pak	10
Vegetable Marrow—Chit Kwa	10
Water Cress—Sai Yuen Chai	10
Chutneys—Lai Kwa	10
Lily Roots—Lai Ngan	10
Yams—Tai Shun	10
Sago	10
The prices of the above are for the whole lot and the quantity of each is as follows and the quantity of each is as follows and the quantity of each is as follows	
W. Brown & Co.	
Wholesale and Retail	



## Intimation.

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1843.

WINE AND SPIRIT MERCHANTS.

WATSON'S  
E  
VERY OLD LIQUEUR  
SCOTCH  
WHISKYA Blend of the Finest Pure Malt  
Whiskies distilled in ScotlandGENUINE AGE  
AND  
FINE MELLOW  
FLAVOUR.

Robert Porter &amp; Co.'s

BULL DOG  
BRAND  
GUINNESS' STOUT  
in PINTS and SPLITS.A. S. WATSON & CO.,  
LIMITED.ALEXANDRA BUILDINGS.  
Hongkong, 7th July, 1910.

## NOTICE

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

## DEATHS.

On June 18, 1910, at Wimbledon, Surrey, Minnie Blount, the beloved wife of John Waigh, late of Shanghai. Aged 45.

On July 13, 1910, suddenly, at Shanghai, Albert Edward Reed, aged 49 years.

On July 14, 1910, at Shanghai, Maria Jose, the beloved wife of A. R. de Sosa, after a short illness, aged twenty-nine years.

## The Hongkong Telegraph

HONGKONG, TUESDAY, JULY 19, 1910.

## "HANDY MAN."

Perhaps some day some painstaking man of genius will collect a list of every case of which he can find authentic record in which a British seaman has rescued his fellow-men without the smallest reward or hope of reward. It would make a book worth reading, and would probably extend to several volumes. It will not, we fear, be written in our time. Most of the compilers of really interesting facts, able to relate them in an interesting manner, are dead. Mr. Frank T. Bullen has told us a few true stories of usefulness at sea, and several of a heroism that makes us pleased to remember that the English are, after all, a nation of seamen. There must be several men in Hongkong with the knowledge and ability requisite for the compilation of an account of life-saving in Far Eastern seas. Material for such a work is, if anything, over plentiful. We publish to-day an account of a sailor's action done by an Englishman who has no often proved himself useful that such a book as the one we are wishing for would contain at least one chapter about him alone.

We refer to Captain G. L. Willoughby of the tender *Stanley*. We trust that he will not fail to see the pertinence of our calling the attention of the public to the fact that not only in these waters, but elsewhere, Captain Willoughby has saved the lives of more than one whole ship's company. When a man of this kind persistently refuses to advertise himself and through what we cannot but call a mistaken though entirely honourable sense of modesty keeps his own achievements and his own personality in the background, it becomes the duty of those who value the fine qualities, the really very fine qualities, of a British seaman, to express something of the pride we have every right to feel in being his fellow-countrymen. A German Emperor, amid the endless duties and harassing anxieties through which His Majesty William II has succeeded in holding his own with a dignity and distinction worthy of his illustrious forefathers, can find time to remember and reward the valour and splendid seamanship of one of his subjects. Every Englishman, and not only every Englishman, but every lover of the qualities of the "handy man" as exhibited by Captain Willoughby will boldly, and without diffidence, express his approval, his admiration, indeed almost his envy of him. And we, with diffidence, venture to hope that those whose station in life calls them and whose duty requires them, to be advisers to the "Fountain of Honour" will remember, in due time, to recommend that some more signal token, from a higher quarter, be granted to that useful life-saver Captain Willoughby, than the hearty and sincere "Bravo, well done!" of his countrymen's appreciation.

"WISH IN THEIR OWN  
CONCIET"

When did Hongkong die? A member of the present unhappy Parliament, called Ginnell, asked the Government whether the Canton-Kowloon Railway "was being forced through merely for the resuscitation of Hongkong at the expense of the Chinese guarantors." We have been at great pains to discover the meaning of this sentence. We could not, unaided by some intellect more powerful than our own, find any sense in it whatever. We therefore consulted four gentlemen of this Colony who have the reputation of being gifted with sound sense and reliable judgment, and of whom at least three have earned this reputation by unselfish public-spirited work. Not one of them could see any meaning in it at all. If it means anything, it implies that some time ago this Colony died, and was guaranteed to be dead by some unspecified Chinese; that somebody unspecified has been forcing the Canton-Kowloon Railway through something unspecified at the expense of these unspecified Chinese who guaranteed that Hongkong was dead, and that this brutal violence was committed in order to resuscitate a dead Colony. The same member of Parliament also wanted to know whether the persons who for the present are more or less responsible for the destiny of our Colonial Empire were "in possession of independent evidence" that the Canton-Kowloon Railway could never possibly pay its cost of construction and working expenses. It is to the credit of Colonel Seely, the Under Secretary of State for the Colonies, that he answered, apparently without hesitation, this astonishing question in the negative. Short of a Mahatma or some other weird kind of Christian Scientist it is difficult to imagine who else could have answered that question in any other way. This enquiring genius, this name is Ginnell, also asked Colonel Seely whether he knew that the railway had already cost £16,000 per mile. Colonel Seely did not know, and what we want to know is, what use in the world is a Colonial Office that cannot tell you a little thing like that? Another question, or rather string of questions, just as silly, but, not as funny, nor as cruel, was asked by the same unhappy gentleman. In it he took away the character of four railways and implied goodness only knows what against two firms of engineers. By some process of unreason best known to his own foggy mind, he seems to have thought the question worthy the attention of the House of Commons "whether the late chief British accountant was the nominee of those engineers, whether the amount of his embezzlements had yet been ascertained, and whether any steps were being taken to recover that amount from his nominees." This is the sort of middle-headed nonsense that now occupies the time of the "August Mother of Parliaments." There are several reasons, we can think of at least six, why the Under Secretary of State was quite right in repeating the information; (which, it seems, he had already imparted on the 25th of last November) that "the Colonial Office is not concerned with the doings of the late chief accountant on the Chinese section of the line." One of them is a gol. The other five therefore do not matter.

An earthquake has occurred in the South of Germany. The Parliament House in Munich was badly cracked and the schools have been closed. The telegraph wires were disabled.

## Rescue at Sea.

"STANLEY" PICKS UP SHIPWRECKED  
CHINESE.CAPT. G. L. WILLOUGHBY'S SPLENDID  
RECORD.

Quite recently we recorded in these columns the recognition of the German Emperor of the acts of gallantry on the part of Capt. J. Nordlie, of the *Carl Diederichsen*, in the rescue of shipwrecked crews of Chinese trading and fishing junks in the high seas. While we are not slow to extend our congratulations to skippers of other than British nationality for the gallant rescues they have from time to time effected of men, women and children drifting helplessly on rafts, or some broken spars in the China Sea, we hope that the splendid record which some British masters of vessels can show of their successful efforts at life-saving at sea will also merit the attention of our own authorities. We remember on one occasion recently having spoken of the Hongkong Government tender *Stanley* as a

## "SCAVE"GER SHIP."

That term was not applied in any spirit of disparagement to Capt. G. L. Willoughby's command, but to show the multifarious character of the duties to which the *Stanley* have been so often commissioned. After the typhoons of the past two or three years, the *Stanley* has been instrumental in saving more lives in these waters than any single vessel entering the port of Victoria—be it vessel of the mercantile marine or of either the British or Foreign Navies. There is little need to recapitulate at any length the *Stanley's* achievements within recent months, for the records of the Harbour Office should bear ample evidence of the numerous rescues effected by the vessel since Mr. Willoughby assumed her command.

THE MOST RECENT INSTANCE.—is one which occurred yesterday and the facts of which have just been brought to our notice. The *Stanley* was being told off for Sai-kung, in the New Territories, for the monthly inspection. She had on board yesterday Commander C. W. Beckwith, assistant harbour master, and Mr. Brayne, of the Audit Department. After passing through Fu-Tu-Mu Pass and rounding up for Steep Island, Capt. Willoughby, who was on the bridge, descried in the distance what appeared like a huge log of timber afloat. He steered for it to ascertain what it was. On approaching the object it was found to be

A LARGE FISHING JUNK bottom up and all the crew were seen sitting helplessly on the upturned bottom. The skipper of the *Stanley* went over and asked through his Chinese interpreter, whether the men wanted help. They replied that they were only too glad of it and inquired whether the *Stanley* could tow them to Shau-ki-wan, their port of registry. Capt. Willoughby regretted that he could not take them in tow to Shau-ki-wan as he was proceeding there. The shipwrecked fishermen said that they could not get in close enough and as for being towed to Sai-kung they thought it would be of little advantage to them as they could not get their boat repaired at Sai-kung.

THE SAFETY OF THE MEN was, Capt. Willoughby's first care. He accordingly offered to take them on board and promised that on his way back he would pick up the derelict junk. This invitation was gladly accepted and four of the crew were taken on board. They were supplied with dry clothing and given a proper meal and otherwise well cared for on board the tender. The master of the junk was left behind with three of his folk to stand by him. The *Stanley* then proceeded on her voyage to Sai-kung.

At 2.30 p.m. the same afternoon, she returned to the wreck and by the captain's directions a six-inch hawser was passed round her mainmast and then the *Stanley* started TO RIGHT THE JUNK which she succeeded in doing at the same time as the men were cutting away the sails. After getting her nearly upright and as the bow of the junk were well under water, Captain Willoughby passed the bight of hawser through the stern and commenced towing. All went well until just outside Fu-tu-mu Pass when the stern opened out and cast off the bight of the tow rope owing to the heavy sea that was running. This mishap necessitated the stopping of the engines of the *Stanley* for fixing-up the rope again. This done, the *Stanley* re-started towing when sight in the middle of the Pass, the

LASHINGS CARRIED AWAY again, causing the wreck to swing broadside to tow. In this way the *Stanley* had to continue as it was highly dangerous to stop her where she was as both would have been in imminent danger of being lifted on the rocks by the swell of the sea. So, after stopping until well clear of the Pass the *Stanley* stopped. At this stage Capt. Willoughby thought it advisable to go on board the wreck himself and saw the rope made fast to the bows, as to smooth water it was then just possible to stand on the fore-deck of the wreck. When all was ready the Captain got back on board the tender and went ahead again and managed to tow the junk into Shau-ki-wan Bay, without any more accidents. The *Stanley* cast off her tow at 6 p.m., close to the police station.

## A WARM WELCOME.

When the *Stanley* was making Sai-kung some junk must have passed her and so carried the news to Shau-ki-wan in anticipation of her arrival later in the afternoon, for as she steamed in about six o'clock, the foreshore was crowded with Chinese of the floating fraternity, all shouting and frantically waving their bamboo hats. The greeting to Capt. Willoughby was a warm one and the gallant skipper well deserved it, since he was instrumental in saving eight lives threatened with a watery grave. The rescued people were—6 men, 1 woman, and a girl. As the boat with the shipwrecked people were leaving the *Stanley*, the survivors were

again and again in grateful recognition of the merciful rescue Capt. Willoughby had effected at so much trouble to himself and great risk to his vessel.

## THE "STANLEY'S" RECORD.

Since the present skipper has been in command of the Government tender, he has saved no less than 29 persons all told, viz:—

1. In the typhoon of July, 1908.

5 in that of 1909.

3 last December; and

8 on the 18th July, 1910.

The rescue of the men from the junk (No. 575 H.O.) was effected under extremely trying circumstances. There was a high sea and hard rain all the time. In making way the *Stanley* and getting in and out of the wreck, the Captain was wet through and through. The tow was one of eight miles. The junk capsized about 10.30 a.m. during a heavy squall and, happily for her crew, she was sighted by the *Stanley* at 11.30 a.m., just one hour after the accident.

## YESTERDAY'S STORM.

The weather prevailing in the Harbour yesterday morning was, to say the least of it, alarming to the shipping community of the port—that is to say, to masters and mates who have the responsibility of looking after the safety of the vessels anchored in the narrow waters of the port of Hongkong, who may at any moment have to take their departure from the contiguous waters to the farther removed refuges of Junk Bay or Shelter Bay.

At about nine o'clock on Sunday evening the typhoonic gale broke over the Colony in full force: the rain came down in torrents and the winds blew in terrific gusts. It was only natural, therefore, that skippers and officers felt anxious regarding the safety of craft under their charge, especially those whose steamers were lying at the various wharves where, of course, the dangers of damage are about doubled.

A resident from the Peak on his arrival on Monday morning informed a representative of the *Telegraph* that the signal station was quite invisible even on that eminence and it certainly remained invisible during the greater part of the forenoon. The heavy drizzle which followed upon the over-night storm, effectively obscured the Signal Station, which indeed remained obscure if not invisible during the later part of the day. As a consequence, a good many local coasting steamers made a postponement in their sailings, and there was a good deal of interference with coasting sailing arrangements. Yet as the weather cleared up in the late afternoon, conditions took on a better appearance and skippers who were due to sail adapted a happier state of countenance than they had worn during the early hours of the morning.

One redeeming feature about the recurrence of the heavy rainfall is that it has put us beyond the danger of a water famine.

## LOCAL AND GENERAL.

H.M.S. *Tamar* shifted her moorings to the No. 4 Buoy this afternoon, just to have her moorings seen to as usual.

THE Peking Government states that it does not intend to appoint a successor to Sir Walter Hilder, Foreign Advisor to the Waiwupu.

THE many friends of Commander Heard of H.M.S. *Cadmus* will be glad to learn that he has been promoted to the rank of Captain.

WITH a full cargo of cement for Messrs. Smith, Bell and Company, Ltd., the steamer *Albatross* arrived at Manila from Haiphong on 15th inst.

COMMODORE Eyres called officially on His Excellency the Officer Administering the Government at noon to-day, at Government House.

THE plague return to-day shows a case on board the *s.s. Yunyuen* in the harbour. The Chinese patient, who was from Canton, died of the disease.

A. E. ARLONG, a Filipino, was bound over to a personal bond of \$20 to keep the peace for six months by Mr. E. R. Hallifax at the Magistrate's Court this morning for assaulting a small Filipino boy.

THE Bill introduced by Sir Edward Sassoon, 1st, Bt., Unionist Member for Hyde, providing for the compulsory installation of wireless telegraphic apparatus on ships, has been read for the first time.

A PROPOSAL is under consideration in Kato to form a Japan-Portuguese Society. It is stated that the inauguration of the Society was to be announced at a reception to be given to the officers of the Portuguese cruiser *San Gabriel*, then at Kato, on the 10th instant, at the Mikado Hotel.

THE profit and loss account of the Netherlands Trading Company shows a profit of \$5,420,232 of which \$1,268,000 was obtained from provision, interest and draft accounts, and \$2,782,232 from agricultural business. In recent years the profit obtained under the last-mentioned head has been increasing regularly, as is shown by the fact that in 1907 it amounted to \$1,197,581, and in 1908 to \$1,237,596. The dividend has been fixed at 9 per cent., against 8 per cent. for 1908.

## TYPHOON WARNING.

The telegram quoted below was received from the Manila Observatory at the American Consulate-General to-day:—

Manila, July 19th, A.M.

Depression over the Sulu Sea. It may develop into a typhoon.

Bombardment of  
Colowan.

## COMMODORE WU'S REPORT.

VICEROY YUAN SHU HSUN'S SOLICITUDE.  
(From Our Own Correspondent.)

Canton, 18th July.

A joint telegraphic report has been received by H. E. Viceroy Yuan from Commodore Wu and the officials of the Heungshau district giving detailed accounts of the recent trouble at Colowan. Since the receipt of the despatch the Viceroy has sent his chief Deputy of Foreign Affairs, Tantai So, to Macao to ascertain the real condition of affairs. The deputy is at present, when at Macao, to call and interview the Macao Governor with a view to the best possible steps being taken for the suppression of the disturbances so as not to involve too great a sacrifice of lives of the poor people in the villages.

A number of the members of the Canton Red Cross Society have also left Canton for Colowan for the purpose of rendering medical assistance to the people who may be in need of it. Admiral Li Chua has placed a gunboat at the disposal of the Society to convey their members to Colowan.

## ELEVEN PIRATES CAPTURED.

## NAVAL CORDON RE-ESTABLISHED.

(From Our Own Correspondent.)

Macao, 18th July.

As the weather cleared up in the course of the day, and the glass indicated that the typhoon in the South had given this port a wide berth, Commodore Wu's flotilla, which had run into the Inner Harbour for shelter on Sunday evening, heaved anchored to-day and steamed out of the harbour. They made straight for Colowan and took up the allotted positions assigned to the respective units in the re-establishment of the naval cordon round Colowan.

The Portuguese gunboats *Patris* and *Macau* are still at anchor within firing range of the island. As I surmised yesterday the projected re-commencement of hostilities did not take place, and it is very doubtful if there will be the further necessity of pouring a deadly fire of shot and shell into the abandoned strongholds of the pirates. However that may be, all Monday passed quiet so far as Colowan was concerned and the narrative of events is nil to-day.

## PIRATES IN THE INNER HARBOUR.

Some stir was created in the Inner Harbour to-day when it became known that members of the local Water Police succeeded in capturing a gang of eleven pirates in front of the Hongkong steamers wharf. The gang was a rather large one. They were some eighteen men in all. Surrounded by the police eleven were made prisoners while the other eight succeeded in making good their escape. It is not likely that they will enjoy their liberty long, for whether in Chinese soil or Portuguese territory close vigilance is now kept over the movements of these desperate characters. Their days are surely numbered.

## RETURN OF THE "VASCO DA GAMA."

The cruiser *Vasco da Gama*, recalled from the North, arrived in port this afternoon, and took up her moorings in Wanchai Bay.

## UNREST IN THE SOUTHERN PROVINCES.

A gentleman just returned from the Southern Provinces, arrived only yesterday, has most terrific yarns to relate of disturbance generally in the lower Southern States of China. He is, of course, an emissary of a Western Company, and on the whole he escaped a shameful death at the hands of the people who are making all the trouble in the arid fields of Colowan.

At the same time he, who was an official of the British Administration, found it incumbent on his dignity to report the offence that had been offered to him.

As things had happened, the offence that had been expressed to the Portuguese at Colowan was not nearly equalled by that which was accorded to the British; and it is to be hoped that nothing will now prevent both the Portuguese and the British in joining forces in order to bring their relationships with the pirates to their straight resources. In the meantime, the pirates of Colowan must be crushed, obliterated and utterly annihilated if we desire peace and plenty in the West River. If Great Britain says that her warships will join with their Chinese and Portuguese consorts in the sense of actually working alongside so much the better for all concerned, and so much the less will the murderous cannonades be prolonged beyond endurance.

## ARMED ROBBERY AT SHATIN.

EXEMPLARY SENTENCES BY THE  
PUIHNE JUDGE.

Before Mr. Justice H. H. Land, Acting Puihne Judge, at the Criminal Sessions this morning four Chinese were indicted on charges of armed robbery in the village of Shatin. Mr. O. G. Alabaster, instructed by Mr. H. L. Denny, J., from the Crown Solicitor's office, prosecuted on behalf of the Attorney-General, while the prisoners were undefended.

Mr. Alabaster outlined the facts of the case in the usual manner. It will be remembered that some time ago a series of daring armed robbery was carried out in three different houses in the village of Shatin on the same night, the robbers after terrifying the inmates of the dwellings decamping with all the booty they could lay hands on but shortly afterwards they were arrested.

The jury returned a verdict of guilty. His Lordship sentenced the first prisoner to four years' hard labour and 24 strokes of the birch, while each of the remaining prisoners was sentenced to seven years' imprisonment with hard labour.

A remarkable feature of the trial was the fact that the first prisoner had recently completed a term of seven years' hard labour for a similar offence, while the fourth prisoner was sentenced to three years' hard labour at the last Criminal Sessions in connection with the same case.

ALLEGED ILLEGAL IMPORTATION  
OF MORPHINE.WATKINS' DISPENSARY CHARGED UNDER THE  
OPIMUM ORDINANCE.

Before Mr. E. R. Hallifax at the Magistracy this afternoon, Watkins, Limited, was charged with alleged illegal importation of morphine in contravention of the Opium Ordinance on the 21st June last. Mr. H. L. Denny, J., from the Crown Solicitor's office, prosecuted and Mr. Edouard Potter appeared for the defendants.

Mr. Denny stated that the charge was brought by the Superintendent of Exports and Imports under Section 64 of Opium Ordinance 23 of 1909. After referring to the provisions of the Ordinance relative to the importation of opium or morphine Mr. Denny said he would prove that the defendant was licensed under Section 51 of the Ordinance, 1909, he held a license from the Medical Officer, to import for sale or use morphine or opium. He was the holder of a bill of lading for two cases of morphine, which were marked "P. F. Hongkong 44-45" and shipped on board the *s.s. Danlaric*. Those goods appeared on the manifest of the vessel. The steamer arrived on the 21st of last month and before her arrival a Revenue Officer under the Liquors Ordinance, Mr. Brett, received instructions to proceed on board. The latter saw the manifest and marked the case and also five more cases. Acting under the Liquors Ordinance, the officer wished to see what the cases contained. The vessel arrived on the 21st June. The manifest, which was not properly marked, was a breach of the Bill but he was not bringing any charge for breach of the provisions but merely for importation, although the cases were not marked as containing either opium or morphine.

When the vessels arrived the cases were not landed as morphine or opium or opened and stored in a separate godown set apart for such purposes but they were landed as ordinary merchandise. On the morning of the 24th, the defendant sent his coolie to take delivery of the goods. The Revenue Officer wanted to open the cases to see if there was a breach of the Liquors Ordinance but the coolie declined to do so, saying he was acting under the instructions of his master. In the afternoon a permit was produced permitting the defendant to land the cases as containing morphine. It would prove that the coolie took delivery of the case at nine o'clock in the morning, whereas no declaration was made to obtain the permit until the afternoon. After hearing the evidence, his Worship would have no doubt in his mind that there had been no declaration in the morning.

Mr. Potter—My friend is bringing a separate charge against my client.

Mr. Denny—My friend has no right to interrupt me.

Mr. Potter—I insist that the prosecution should adhere to the charges formulated.

His Worship—I see no reason why you should interrupt now.

Proceeding, Mr. Denny said that defendant's action was an attempt to defraud the authorities and as such was punishable by Ordinance.

Mr. Potter—Your Worship sees that that is not so.

Mr. Denny—It's not fair for my friend to interrupt me.

Mr. Potter—It's really astonishing the way my friend has opened the case. He's charging my client with fraud, which he cannot do. The Ordinance is quite clear on the point.

Counsel then proceeded to read parts of the Ordinance.

Evidence having been called, the case was dismissed.

## SIKH CONSTABLE'S INSUBORDINATION.

ALLEGATIONS OF THREATS OF VIOLENCE AGAINST INTENDING RECRUIT.

Some interesting details were thrown at the Magistracy this morning on the seething discontent which has been prevalent in the ranks of the Sikh police both here and at Shanghai, when Bishan Singh, a constable in the Hongkong Police Force, was charged with misconduct in that he sought to prevent an Indian from joining the Force by means of intimidation. Mr. P. J. J. Woodhouse, Deputy Superintendent of Police, prosecuted, while the defendant was unrepresented.

Mr. Woodhouse stated that the defendant was a constable in the Hongkong Police Force and the complainant was a bugler in the 13th Rajput. The complainant was recommended by Major J. M. Camilleri and was approved by him. The complainant had never been in the Police barracks. He was to have undergone the medical examination at nine o'clock yesterday morning. Sometime between nine and half-past nine complainant came to his office in a very agitated state. A conversation ensued, in the course of which the complainant directed his attention to the first floor of the barracks. He saw three or four Sikhs standing there. Complainant and witness were both standing at the window of his office and could be plainly seen by the men on the verandah of the barracks. He saw one of the men make a sign, which he gathered was meant for the complainant. Shortly after half-past nine, he had all the Sikhs walk off duty to his office, the defendant being among them. The latter was picked out by the complainant without any hesitation at all as being the party who had used threats against him.

The defendant on being asked if he wished to make a statement said he knew nothing about the affair. He was not aware whether any of the other constables had tried to intimidate the complainant.

Mr. Woodhouse said that suspicious had been aroused for some time past, but the defendant could not be identified. Fortunately, in this case, there was no difficulty in the matter of identification. It was the first case where the defendant had full proof of the offence and in the past his Worship finding the defendant guilty he asked for the imposition of a heavy penalty.

The case was adjourned till July 26th, 1910, in the case of Bishan Singh.



## INDO-CHINA STEAM NAV. CO.

## ANNUAL REPORT.

The report of this Company for 1909 states:—Although the revival in the China shipping trade which was manifested last summer suffered a disappointing check, yet, on the whole, the year's accounts show, by comparison, considerable progress towards a better state of affairs. The reports from China for the current year have, so far, been better than for some years past, and if the improvement be maintained, the current year's working should give satisfactory results. The credit side of the revenue account (including £15,614 forward and a transfer of £10,000 from underwriting account) amounts to £25,753, and after providing for all outgoings, allocating £55,564 to depreciation, and writing off £4,000 from expenses of debenture issue (£7,732), there remains a balance of £7,531, which it is proposed to carry forward. Following the recommendation of the committee appointed to consider expenditure with a view to economy, a revision and an adjustment of certain items of account as to which differences of opinion existed have been conceded by the general managers and amicably arranged on a retrospective basis.

## DEATH OF CAPT. MAJENDIE.

## LATE H.M.S. "CERBERUS"

A most promising naval career, says the *L. & C. Express*, has been cut short, at the early age of 36 years, by the death of Captain Bernard Majendie, R.N., who passed away at the Royal Naval Hospital, Haslar, on June 19 after a brief illness. He became a commander in December, 1903, and was in command of H.M.S. *Cadmus* on the China Station until December last, when he was promoted to captain, being one of the youngest officers of the rank in the Navy. We may add to this that Captain Majendie was well known and very popular in Hongkong where his untimely death will be greatly regretted.

## RUSSO-JAPANESE AGREEMENT.

## OPINION IN PEKING

The terms of the Russo-Japanese Convention have been received by the *Waipupu* without comment. The general impression is not unfavourable. The Chinese Press comments guardedly upon the Convention.

OPINIONS IN JAPAN.

The Japanese papers unanimously welcome the new positive convention, and attach significance to the meaning of the term *status quo* as employed in the Convention, and to its lack of any extraordinary features, which is explained, however, by the fact that it deals with accomplished facts in Manchuria.

German and Austrian apprehension, if there be any, is due to the change in the relations of Russia, but Japan is indifferent to Near Eastern politics.

The papers believe that the United States will not allow herself to be misguided by wilful rumours.

The Convention was mooted before Mr. Knox, United States Secretary of State, made his proposal in regard to Manchuria. Article III of the Convention, providing for concerted action in the maintenance of the *status quo*, does not require any secret provisions.

Count Okuma, formerly Premier, while welcoming the Convention, declares that there is no call for a Russo-Japanese Alliance.

Count Hayashi, formerly Minister for Foreign Affairs, holds that a Russo-Japanese Alliance is inadvisable while Japan's foreign policy is based on the Anglo-Japanese Alliance.

Baron Goto, Minister of Communications, considers that the Convention is most favourable to China, as China suffers most from dissension between Russia and Japan.

Baron Makino, ex-Minister for Education, is of the opinion that, though based on common interests, the Convention will be more beneficial to Russia.—*N. C. D. News*.

## CHINA'S RAILWAYS.

## THE INTERNATIONAL LOAN.

Peking, July 14. The Ministers of Great Britain, France, Germany and the United States have made representations to China mildly but firmly, in separate, identical Notes, asking for the promulgation of an Edict completing the Canton-Hankow-Szechuan Loan.

An early answer is not expected owing to the acute opposition of the gentry and students, and it is moreover doubtful whether this pressure is in other respects agreeable to the Government.—*N. C. D. News*.

## THE "TATSU-MARU" INDEMNITY.

## LONG-DELAYED NEGOTIATIONS.

As will be remembered, the Chinese Government admitted its responsibility for payment of an indemnity in connection with the seizure of the *Tatsu-Maru* by the Chinese authorities about two years ago. The vessel was seized off-Macao with arms and ammunition which the Chinese authorities suspected were to be smuggled into China. The vessel was arrested in Portuguese waters, and China having apologised for the incident, it was agreed that the extent of the damages, &c., to the vessel should be determined under the Viceroy of Kwangtung and the Japanese Consul at Canton. It appears that the negotiations were suspended on account of the outbreak of the Chinese boycott of Japanese goods in South China, which followed on this incident. This agitation has ceased, says one journal, as the result of the efforts made by the Chinese authorities and the awakening of the boycotters to a realisation of the futility of their plan. The Japanese Consul, owner of the steamer, recently sent Mr. Ito, a barrister, to the Foreign Office in Tokyo, with an application that the negotiations for the payment of the indemnity be resumed and concluded with quiet dispatch.—*Japan Chronicle*.

## BALGOWNIE, LTD.

## FIFTH ORDINARY GENERAL MEETING.

The fifth ordinary general meeting of the shareholders of the Balgownie Rubber Estates, Limited, was held at the registered office of the company, at Singapore, on the 11th inst. Mr. W. M. Sims presided and there were also present:—Messrs. A. A. Gunn (for Messrs. Gunn and Company, the secretaries), C. S. Briscoe, A. C. A. (representing Messrs. Derrick and Company, the auditors), Lee Tsoo Poon, H. M. Caldwell, R. C. W. Kiersley, A. E. Baddeley and P. F. Wise.

The Chairman said the report and accounts had been in the shareholders' hands for some days and he had very little to add. They would agree that the result of the year's working was highly satisfactory. The directors were of opinion that the future prospects were exceedingly bright. They would notice that there had been no forward sale of rubber. They were willing to take their chance in the market. The directors had decided in future to pay three monthly dividends. It was not proposed to open any more jungle on the company's property.

In conclusion, the chairman invited questions from the shareholders.

Mr. Caldwell said there was no mention of disease in the report. Were the shareholders to understand there was no disease on their property?

Mr. Sims, the manager of Balgownie, said as far as he was concerned, they were particularly free from it.

The Chairman pointed out that Balgownie was an old coffee estate and was perfectly free from disease. The Bangi portion was formerly jungle and there was a certain amount of disease, but it was being thoroughly tackled. There was no reason at all for being scared. About twelve diseases were known to kill rubber trees, but the only dangerous one was "Fomes".

In reply to Mr. Caldwell, the Chairman said, they were buying the timber as fast as possible. The same shareholder remarked that 3/6 per pound for production was an extremely high rate.

Mr. Sims, reading from the directors' report:—"During the year under review the expenditure on roads, drains, bungalows, coolie lines, and cultivation has been on a liberal scale. Your directors have considered it wise to charge a fair proportion of this to revenue account which for the time being has rendered the cost of production comparatively high. Henceforth, a considerable reduction is looked for." Continuing, he said he certainly thought they were wise to charge the full account. As they were making large profits, it was the best policy to charge as much as possible.

Mr. Caldwell asked for an exact census and was told it would appear in the next report.

Mr. Baddeley remarked that of reserve land they had from 350 to 370 acres. He inquired if it was worth while planting up a little.

The Chairman said a few acres were being planted quietly.

Mr. Caldwell:—Can the estate be described as being in a perfectly clean condition?

The Chairman:—Balgownie, yes. Of Bangi, only a few small pieces of swamp have not been cleaned.

The accounts were passed.

Mr. R. C. W. Kiersley was re-elected a director.

Derrick and Co. were re-elected auditors.

The remuneration of the directors was fixed at £4,000.

In reply to Mr. Baddeley, the Chairman said that, if they were fortunate, he thought the company would pay 100 per cent this year. A good deal depended on the sales.

The meeting then closed.

## COLONIAL NURSING ASSOCIATION.

## ANNUAL MEETING.

On account of the national mourning, the usual public annual meeting of the Colonial Nursing Association was replaced this year by a small general meeting of the Council, committee and subscribers, at the Institute, London, on Wednesday, June 15th.

Lord Amthor, president of the Association, took the chair, and moved the adoption of the annual report, 1909, which was seconded by Mr. Fred Dutton, one of the trustees of the association. Lady Pigott and Sir Henry Burdett spoke on the report, which was subsequently adopted. The election of the executive committee was proposed by Sir Charles Bruce, seconded by Sir Henry Burdett, and carried, and the honorary officers of the association were also re-elected.

After votes of thanks had been passed to the director of the Imperial Institute and to Lord Amthor for presiding, the proceedings terminated.

It is satisfactory to note from the new annual report that the work of the Colonial Nursing Association continues to make steady progress towards realising the ideals of the Founders. Fifty-four new nurses were sent out during the eleven months ended March 31st, 1910, making in all a total of 220 nurses employed abroad in Government and private service during that period.

## SHOOTING AFFRAY AT NANKING.

## A FOREIGNER ARRESTED.

Nanking, July 11. A man named V. Borowsky has been shot, during a quarrel on Sunday afternoon. Both he and his assailant are connected with the Circus. Borowsky was promptly taken to the Emergency Hospital in the Nanyang Exhibition grounds and there attended to by Doctors Beebe, Whitmore and Sze Voong. His condition is said to be critical.

His assailant is said to be a British subject and is now in the custody of the British Consulate at Nanking.

Everything is quiet in the city.

## CHINESE LABOUR SUPPLY.

## RECRUITING AGENT VISITING HONGKONG.

Mr. Walter Jackson, manager of the Planters' Labour Bureau of Ipoh, is on a visit here on his way to Hongkong where he will arrange to begin his coolie supplies to the F. M. S., says the *Singapore Free Press*. He carries with him already orders for over 1,000 and the number increases daily. This Bureau gets now on a three years' contract and provides for their repatriation. This means that all undesirable aspects of contract labour are avoided as three years is satisfactory alike to coolie and employer and the repatriation ensures the coolie being able to get home. Mr. Jackson is staying at the Hotel Van Wijk for a few days.

## JAPANESE TRADE COMMISSIONERS.

## SINONERS.

## OUTLINE OF THEIR DUTIES.

The regulations defining the official functions of the Trade Commissioners to be stationed abroad under the control of the Department of Agriculture and Commerce have been published. The regulations provide that Trade Commissioners are to be appointed at important places abroad, where the presence of such an official is considered necessary in the interests of Japan's foreign trade. They are to conduct investigations in connection with the condition of foreign trade, and will be placed under the jurisdiction of the Minister of Foreign Affairs. At present only four Commissioners will be appointed.

With regard to the duties of Trade Commissioners, it is explained by the Government that while they will primarily conduct investigations into the condition of commerce abroad, their practical duties are very much more complicated and comprehensive. They will have to make close and precise investigations into all matters relating to foreign trade, and promptly report the result of their investigations to the Government in order to guide Japanese business-men engaged in foreign trade. They will take measures for the increased sale of Japanese goods abroad, and give the necessary guidance to the producers in Japan, and so protect and extend Japan's foreign trade. A staff of four or five officials is quite inadequate to discharge such complicated duties, and therefore the commercial students now being sent abroad will work under the control of the Trade Commissioners, and assist them in their duties. The number of the commercial students now abroad is about one hundred, nineteen being in Great Britain. It is proposed to make an improvement in the method of publishing commercial reports. At present these reports are published about six times a month, and the information contained therein cannot be regarded as either very accurate, or very up-to-date. Consequently business-men do not rely upon these reports or use them for guidance in conducting their business. The authorities are now considering means for the improvement both of the methods of publication and of the nature of the contents. It is also necessary, in order to accomplish the object of the appointment of the Trade Commissioners, to maintain close communication between them and business-men at home. The Trade Commissioners, therefore, will return to Japan occasionally and visit the industrial centres where the principal commodities are produced. They must investigate the trade conditions at these places, and establish close connection with producers, pointing out to them defects in their goods, and explaining the features where improvement is required in quality, at the same time informing them of the condition of foreign markets.—*Japan Chronicle*.

## ACCIDENT AT THE SHANGHAI CATHEDRAL.

## FALL OF A BELL.

What might have been a very serious accident took place yesterday morning at Trinity Cathedral, reports the *N. C. D. News* of 16th inst., when one of the bells, or rather metal cylinders which are used as bells, fell down.

The bell was being rung as usual for the eight o'clock service when the supports by which it was suspended suddenly gave way, being presumably worn through by vibration, and the bell came down, breaking through, and carrying away part of a large beam just below it, and bursting through the floor of the bell-ringers' loft, where it was arrested by the vestry ceiling. Fortunately the coolie who was ringing the bell was just able to jump out of the way or he must inevitably have been killed. As it was, he was hit by the falling beam, which cut his head open and severely bruised him.

Directly the bell stopped ringing Bishop Molony and Mr. R. B. Hurry, the Cathedral organist, hurried to the loft to see what had occurred and found the coolie groaning on the floor. The service was immediately postponed and a litter was improvised on which the coolie was sent off to the hospital, where he will probably remain for some weeks.

The postponed service took place at half-past eight.

## THE NANYANG EXHIBITION.

## A WIND STORM.

Nanking, July 11. Owing to a heavy wind storm on Sunday afternoon a tea-house and the temporary shelter of the Manchurian Zoological exhibits were badly damaged and ten Chinese were injured. The latter were immediately taken to the Exhibition Emergency Hospital and promptly attended to by Chinese and foreign doctors.

The damage done to the Exhibition buildings was slight, only a few skylights being smashed.

Mr. F. J. Halton, agent of the Pacific Mail & Co., advises us that he is in receipt of cable from his Yokohama agency stating that the *s.s. Mongolia*, which was grounded at Shimidzu, has been re-floated.

## Today's Advertisements.

## G. MAGISTRACY.

## No. 5.

IT is hereby notified that a MEETING of the LICENSING BOARD will be held in the Colonial Secretary's Office at 2.15 P.M. on WEDNESDAY, the 3rd day of August, 1910, for the purpose of considering the following application under the Liquor Licences Ordinances, 1898-1909, viz.:

From one RICHARD KARGE for the transfer to him from one J. SOMMER of the Publican's Licence to sell by retail intoxicating liquors on premises Nos. 266 and 268 Queen's Road Central, under the sign of "The German Tavern".

G. A. WOODCOCK,  
Secretary to the Licensing Board.  
Hongkong, 19th July, 1910.

## COMMERCIAL.

## July 19th, noon.

The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:

Alagars	7 1/2
Anglo-Java	11 1/2
Anglo-Malay	28 1/2
Balgownie	19
Batu Tigas	115 1/2
Bertams	63 1/2
Bukit Kajangs (pp.)	26 1/2
Bukit Rajahs	130 1/2
Carey United	130 1/2
Castlefields	14
Changkat Serdangs	30
Cheras	180 1/2
Damansaras	30 1/2
Eastern Internationals	30 1/2
Fed. Selangors	32 1/2
Glencals	32 1/2
Glenshields	35 1/2
Golden Hopes	35 1/2
Highlands and Lowlands	35 1/2
Indragiri	35 1/2
Jack Kenneths	35 1/2
Jeques	35 1/2
Jongladers	35 1/2
Kamungs	35 1/2
Kuala Lumpurs	35 1/2
Lanarons (fully paid)	35 1/2
Lanarons (ppd.)	35 1/2
Labus	35 1/2
Ledburys	35 1/2
Llogis	35 1/2
London Asiatics	35 1/2
London Ventures	35 1/2
Merlimans	35 1/2
Pajams	35 1/2
Pegohs	35 1/2
Rubber Trusts	35 1/2
Saggas	35 1/2
Sandycrofts	35 1/2
Sapongs	35 1/2
Seafields	35 1/2
Sekongs	35 1/2
Shelfords	35 1/2
Singapore & Johores	35 1/2
Sumatra Paras	35 1/2
Sungei Obos	35 1/2
Sungei Kapar	35 1/2
Tadjoongs	35 1/2
Tangkabs	35 1/2
Toerango	35 1/2
Ulu Rantau	35 1/2
United Serdangs	35 1/2
United Sumatras	35 1/2
United Langkats	35 1/2
Para Rubber	10/- per lb

## YOKOHAMA DIVORCE CASE.

## JUDGMENT.

In the Yokohama Ohiso Saibansho, on the 8th instant, judgment was delivered by Judge Hasegawa in the action for divorce brought by Mrs. Lu X. Filmer, of No. 376, Sagiyama, Negishi, Yokohama, against her husband, Mr. Edmund L. Filmer, whose whereabouts is at present unknown. Mr. Ideura appeared for petitioner, but respondent was not represented. The petition of Mrs. Filmer was granted, and respondent (Mr. Filmer) was ordered to bear the costs of the Court.

The *Japan Gazette* states that petitioner's case was to the effect that on December 2nd, 1909, the parties were married in Manila. Since the spring of 1903 the conduct of respondent towards petitioner had undergone considerable change. In March of the following year respondent suddenly left Manila, without giving any notice to his wife, and since that time he had contributed nothing to his wife's maintenance. Petitioner subsequently learned that her husband was staying at the residence of a foreigner at No. 376, Sagiyama, Negishi, Yokohama. She went to Yokohama on July 18th, 1907, to see her husband but on visiting the house at which he was supposed to be staying was informed by the occupant that her husband had left Yokohama, and that his whereabouts was unknown. Respondent had failed to communicate with petitioner for more than three years.

## Events Coming.

Thursday, 21st July.  
Legislative Council meeting, 2.30 p.m.

Wednesday, 3rd August.  
Meeting, Licensing Board, 2.15 p.m.

Tuesday, 9th August.  
Hongkong, Canton and Macao Steamboat Co.'s half-yearly meeting, noon.

## Today's Advertisements.

## BY ORDER OF THE MORTGAGEE.

## PUBLIC AUCTION.

MESSRS. HUGHES and HUGH have received instructions to sell by PUBLIC AUCTION, on

FRIDAY, the 29th day of July, 1910, at 3 o'clock in the afternoon, at their Sales Rooms, No. 3, Des Voeux Road Central (corner of Ice House Street), Victoria, Hongkong,

THE FOLLOWING VALUABLE LEASEHOLD PROPERTY situate at Victoria aforesaid, viz.:

ALL THAT PIECE or PARCEL of GROUND situate at Victoria aforesaid registered in the Land Office as THE REMAINING PORTION of INLAND LOT No. 183 Together with the messuages thereon known as Nos. 3, 5, 7, 9, 11, 13, 15 and 17, Cross Street, 27, 29, 31 and 33, Stone Nullah Lane and 26, 30, 32 and 34, Tai Yuen Street Area 11,559 square feet. Term 999 years from 16th March, 1855. Apportioned Crown rent \$138.00.

The property is more particularly delineated on a sale plan thereof which can be inspected at the Offices of Messrs. Johnson, Stokes and Master, Solicitors for the Vendor.

For further particulars and conditions of sale, apply to—

Messrs. JOHNSON, STOKES & MASTER, Prince's Buildings, Ice House Street, Solicitors for the Vendor, or to

Messrs. HUGHES & HUGH, the Auctioneers.  
Hongkong, 19th July, 1910.

## TENDERS.

TENDERS are invited for the SUPPLY of MISCELLANEOUS MATERIALS (Firewood, Lime White, Charcoal, Brooms, Bamboo Materials, &c., &c.) to H.M. Naval Yard, Hongkong, for a period of 12 months from the 1st August, 1910.

Forms of tender can be obtained on application to the NAVAL STORE OFFICER, H.M. Naval Yard, Hongkong, and should be returned not later than Noon on the 25th July, 1910.

A deposit of One Hundred Dollars (\$100) will be required from persons tendering. This will be returned in the event of non-acceptance of tender.

The right is reserved of rejecting all or any tenders, and of accepting any portion of a tender.

EDGAR WATTS,  
Naval Store Officer.  
H.M. Naval Yard,  
Hongkong, 19th July, 1910.

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BENOLEUCH,"  
FROM ANTWERP, MIDDLESBRO,  
LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 2nd prox., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 19th July, 1910.

## DR. MACKENZIE'S STOUT ANALYST'S REPORT.

## COPY.

E. HONGKONG.

Government Laboratory,  
Hongkong, June 25, 1910.

## STOUT.

Substance for analysis:—  
(Dr. Mackenzie's Burton on Trent.  
Marks:—Invalid Stout, specially brewed for the East.  
Received:—On June 15, 1910, from Messrs. H. PRICE & Co., Hongkong.

## RESULTS OF ANALYSIS.

100 fluid parts of the sample contain:—

Solid matter	5.49
Ash	.80
Free acid as acetic	.80
Percentage of alcohol	5.80
Specific gravity at 15.5° C.	1.011
Arsenic	absent.

The results show that the sample is both good and sound.

(Sd.) FRANK BROWN,  
Govt. Analyst.  
Messrs. H. PRICE & Co.,  
Hongkong.

## Intimations.

## KIDNEYS.

AUSTRALIAN SHEEP'S  
KIDNEYS

at 60 cents per doz.

## THE

DAIRY FARM CO.,  
LIMITED.

The "ASAHI" Brewery is situated near the "SUITA SPRINGS."  
These Celebrated waters are used in the manufacture of our beers.

Purity guaranteed.

(Note Price List—)

"ASAHI" & "SAPPORO"

Beer.

per case 4 doz. qts.

\$12.00

per case 6 doz. pils.

\$13.50

(To be obtained at all Retailers.)

## SAVE YOUR HEALTH

in drinking the cheapest and most agreeable Table Mineral Water

## "COUZAN GATIER"

approved by the French Faculty of Medicine.

Large Bottles ..... \$0.30

Dozen ..... 3.45

Case 50 Bottles ..... 17.50

" 60 " ..... 19.50

SOLE AGENTS: "FRENCH STORE."

Hongkong, 18th July, 1910.

KWONG FUNG YUEN,  
HEAD OFFICE—No. 83, Des Voeux Road West  
TIMBER YARDS—Kennedy Town.

TIMBER MERCHANTS,  
SAW MILL OWNERS,  
AND  
GENERAL CONTRACTORS  
TO  
H.B.M. Naval and Military  
Authorities.

LEUNG TAI,  
Managing Director.

HAVE always on hand large stock of American Fir, Douglas Fir, Oregon Pine, Teak, Yacal, Hardwoods, Oregon Spar, Chinese Spar, Chinese Pine of all descriptions. Inspection invited to the Yards.

Best Terms. Quick delivery.

Hongkong, 19th January, 1910.



## Shipping—Steamers.

CANADIAN PACIFIC  
RAILWAY CO.'S

Royal Mail Steamship Line.

## "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF JAPAN" SATURDAY, AUGUST 6TH.	"ALLAN LINE" FRIDAY, SEPT. 2ND.
"MONTEAGLE" TUESDAY, AUGUST 16TH.	"EMPRESS OF BRITAIN" FRIDAY, SEPT. 23RD.
"EMPRESS OF CHINA" SATURDAY, AUGUST 27TH.	"ALLAN LINE" FRIDAY, OCT. 14TH.
"EMPRESS OF INDIA" SATURDAY, SEPT. 17TH.	"EMPRESS OF IRELAND" FRIDAY, NOV. 4TH.
"EMPRESS OF JAPAN" SATURDAY, OCT. 8TH.	
"MONTEAGLE" TUESDAY, NOV. 17TH.	

"Empress" Steamers will depart from Hongkong at 6 p.m. 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons. Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including log meals and berth in sleeping car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES.—Special rates (First Class only) are granted to Missionaries, Members of the Navy, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application from agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port .....

Via New York .....

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—J. W. BRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SANDAKAN	MAUSANG	WED'DAY, 20th July, Noon.
MANILA	LOONGSANG	FRIDAY, 22nd July, 4 P.M.
SHANGHAI, KOBE & MOJI	KUTSANG	TUESDAY, 25th July, Noon.
TIENSIN	CHEONGSHING	TUESDAY, 25th July, Noon.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	THURSDAY, 26th July, Noon.
MANILA	YUENSANG	FRIDAY, 27th July, 4 P.M.

## RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers *Kutsang*, *Namsang* and *Yuensang* leave about every 2 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

\* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Utsunomiya, Tientsin & Newchwang.

‡ Taking Cargo on through Bills of Lading to Koda, Labad, Datu, Simporna, Tawao, Usukan, Jettison and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 215, Hongkong, 19th July, 1910.

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
TSINGTAO, CHEFOO & NEWCHANG	YUNNAN	20th July, 4 P.M.
CHEFOO & TIENSIN	HUIHOW	21st " 4 P.M.
SHANGHAI	CHENAN	21st " 4 P.M.
SHANGHAI	LINAN	24th " Daylight.
ILOILO & CEBU	KALFONG	25th " 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	CHANGSHA	27th " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout. Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

## SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chenow*, *Ling*, *Chihwa*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

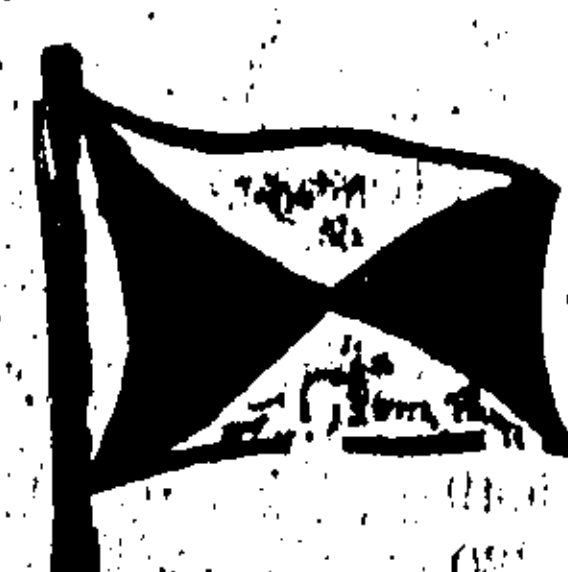
N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36, Hongkong, 19th July, 1910.



## HONGKONG—MANILA.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
LAIRO	1540	A. Fraser	MANILA	SATURDAY, 23rd July, at Noon
KUBI	1540	R. Rogers	"	SATURDAY, 30th July, at Noon

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 19th July, 1910.

## Shipping—Steamers.

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY, AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment; also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"CHICAGO MARU" Capt. I. Goto	6,183	WED'DAY, 10th Aug., at Noon.
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED'DAY, 7th Sept., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for storage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE.

For	Steamers	Leaves
ANPING and TAKAO via SWATOW and AMOY	"JOSHIN MARU" Capt. Y. Yamamoto	WEDNESDAY, 20th July, at Noon.
SHANGHAI via SWATOW, AMOY and FOOSHOW	"CHOSHUN MARU" Capt. T. Suruga	THURSDAY, 21st July, at Noon.
TASMU v. SWATOW & AMOY	"DAIJIN MARU" Y. Kaburaki	SUNDAY, 24th July, at 10 A.M.

Special Reduction of 20% will be allowed to 1st and 2nd Class passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 18th July, 1910.

T. ARIMA, Manager.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	MISHIMA MARU, Capt. A. E. Moses, Tons 9300 KAGA MARU, Capt. M. Hagino, Tons 7000 ATSUTA MARU, Capt. Wm. Thomson, Tons 9000	WEDNESDAY, 20th July, at Daylight. WED'DAY, 1st Aug., at Daylight. WEDNESDAY, 17th Aug., at Daylight.

VICTORIA, B.C. & SEATTLE { KAMARU MARU, Capt. J. Naga, Tons 7000 { SATURDAY, 13th Aug. From KOBE.

VICTORIA, B.C. & SEATTLE { IYABI MARU, Capt. K. Kawa, Tons 7000 { TUESDAY, 19th July, at 4 P.M.  
v. KEELUNG, SHANGHAI, MOJI, KOBE YOKOHAMA, SHIMIZU & YOKOHAMA, Capt. K. Sato, Tons 7000 { TUESDAY, 16th Aug., at 4 P.M.

SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE { NIKKO MARU, Capt. M. Yagi, Tons 6000 { FRIDAY, 5th August, Noon.  
KUMANO MARU, Capt. M. Winkler, Tons 6000 { FRIDAY, 2nd Sept., at Noon.

BOMBAY, via SINGAPORE AND COLOMBO { OYELON MARU, Capt. Fred. Fyne, Tons 6000 { TUESDAY, 16th July.

SHANGHAI, MOJI & KOBE { BINGO MARU, Capt. S. J. G. Parsons, Tons 7,000 { WEDNESDAY, 20th July.

NAGASAKI, KOBE and YOKOHAMA { KUMANO MARU, Capt. M. Winkler, Tons 6,000 { WEDNESDAY, 3rd Aug., at Noon.

KOBE AND YOKOHAMA { HITACHI MARU, Capt. N. Mathieson, Tons 7,000 { THURSDAY, 21st July, at 5 P.M.

## CHEAPEST SUMMER RATES

BETWEEN

HONGKONG and JAPAN PORTS.

COMMENCING AKI MARU 30th MAY, ENDING 30th SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

YOKOHAMA RETURN. KOBE RETURN. MOJI RETURN. NAGASAKI RETURN.

1st Class	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With option of rail between calling ports in Japan.

\* Fitted with new system of wireless telegraphy. \* Cargo only. \* Carries deck passengers. † Through Passenger Tickets issue to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days. For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUBUMOTO, Manager.

## Shipping—Steamers.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

## THE Steamship

"JAPAN," Captain A. Stewart, will be despatched for the above ports TO-MORROW, the 20th inst., at Noon.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents. Hongkong, 19th July, 1910. [488]

"INDRA" LINE OF STEAMERS, LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

## THE Steamship

"INDRADEO," Captain W. H. Lea, will be despatched as above on 23rd inst.

This steamer has superior accommodation for a limited number of first class passengers. For Freight or Passage, apply to JARDINE, MATHESON & Co., LD., Agents. Hongkong, 19th July, 1910. [487]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

## THE Steamship

"ALDENHAM," Captain St. John George, will be despatched as above on TUESDAY, the 20th July, at 10 A.M.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 7th July, 1910. [464]

## THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to a 1 Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VICTORIA, VANCOUVER, B.C., TACOMA AND SEATTLE via SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	On or about
Aymeric	4,363	J. Boyd	25th July
Buenos	5,273	F. S. Gowing	2nd Aug.
Patric	5,589	H. E. Dowell	23rd Aug.
Ocean	4,657	F. W. Davies	27th Sept.
Kamerik	6,231	G. B. McGill	20th Oct.
Aymeric	4,363	J. Boyd	20th Nov.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents. Hongkong, 15th July, 1910. [47]

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK ONLY: S.S. "GAZZER" ..... On 30th inst.

For Freight and further information, apply to DODWELL & Co., LIMITED, Agents. Hongkong, 6th July, 1910. [56]

## HONGKONG-BOSTON AND NEW YORK.



AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL. (With liberty to call at the Malabar Coast.)

S.S. "WRAY CASTLE" On or about 6th August 1910.

For Freight and further information, apply to SHEWAN, TOMES & Co., General Agents. Hongkong, 19th July, 1910. [46]

## Shipping—Steamer



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

## THE Steamship

"DELHI," Captain G. W. Gordon, carrying His Majesty's Mail, will be despatched from this for BOMBAY, &c., on SATURDAY, the 3rd July, 1910, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's S.S. *Maldavia*, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Egypt*, due in London on 4th September, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to R. A. HEWITT, Superintendent. Hongkong, 11th June, 1910. [4]

## Consignee.

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES. FROM EUROPE.

THE R. M. S. P. O. S. N. Steamer "GARMARTHENSHIRE"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 19th instant, at 6 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godown, where they will be examined at 9.30 A.M. on 19th instant. No claims will be admitted after Goods have left the Godown nor will they be recognized if not presented within 10 days of the vessel's arrival here.

JARDINE, MATHESON & Co., Ltd., Agents. Hongkong, 11th July, 1910. [485]

NOTICE TO CONSIGNEES. THE P. & O. S. N. Co.'s Steamer "SUNDA."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 20th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent. Hongkong, 14th July, 1910. [4]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "KLEIST,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 19th of July will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th of July, at 9.30 A.M.

All claims must reach us before the 22nd of July, 1910, or they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD BREMEN & Co., General Agents. Hongkong, 19th July, 1910. [4]



## Consignees.

"MOGUL" LINE OF STEAMERS.  
NOTICE TO CONSIGNEES.  
STEAMSHIP "LENNOX"  
FROM GLASGOW, LIVERPOOL AND  
STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd instant, at 3 P.M.

No Fire Insurance will be effected.

Bill of Lading will be countersigned by

DODWELL & CO., LIMITED,  
Agents.

Hongkong, 16th July, 1910. [49]

## ROBBERS' ESTATE RETURNS.

	May	June	Total
Allagar	3,100	3,500	14,900
Alor Pongon	1,875	3,020	
Alma	600	700	1,000
Anglo Malay	47,953	47,782	298,765
Ayer Kuning			853
Ayer Molek	1,882	5,077	
Ayer Panas		500	900
Baligowah	9,778	9,775	51,937
Banteng	1,716	1,948	9,974
Batu Caves	12,356	13,034	56,072
Batu Tiga	6,622	29,838	
Bertam	9,750	51,838	
Beverly	8,943	40,302	
Bikam	785	1,166	6,881
Bukit Kajang	3,814	4,293	17,054
Bukit Rajah	30,700	177,083	
Bukit Lintang	3,320	3,800	17,470
Bukit Timah	213	779	642
Caray United	12,000	11,800	51,050
Casfield	3,030	14,042	
Changkat Serdang	3,003	3,329	45,923
Changkat Salak	901	950	15,301
Cleely	12,040	49,074	
Consolidated Malay	20,913	110,984	
Caladonia	17,887	21,000	69,447
Damansara	27,863	27,911	133,772
Edinburg	6,400	20,350	
Federated (S'gor)	10,627	49,028	
F.M.S. Rubber	31,870	294,577	
Gadong	13,500	14,600	52,100
Gleocely	1,021	1,853	9,703
Gleocshel	3,120	3,857	15,102
Gleoc Hope	5,877	2,956	27,916
Golconda	12,796	58,334	
Harpender	6,800	24,530	
Heawood	927	901	1,809
High & Lowlands	31,643	37,471	240,557
Inch Kenneth	14,428	13,311	77,668
Jugra	6,071	25,272	
Jeboing	18,500	82,840	
Kapar Para		36,985	
Kamunting	7,171	7,052	101,837
Kempsey		9,195	
Kempson	2,750	10,534	
Kota Tinggi	680	1,840	
Kuala Klang	3,012	8,677	
Krian Rub. Est.	2,870	14,053	
Kuala Lumpur	38,500	45,200	256,010
Labu	17,185	19,134	89,358
Lanadon	37,778	37,793	181,717
Ledbury	9,609	9,544	32,002
Lipgi	61,500	63,000	365,000
London Asiatic	12,656	17,320	106,88
Malacca Plant	21,000	110,007	
Merton	1,761	1,912	15,461
North Hummock	5,189	33,783	
Nova Scotia	8,480	10,100	34,530
Palam	2,400	3,000	9,050
Pataling	27,057	27,448	151,749
Pegoh	3,261	3,750	18,116
Perak Plant	10,250	47,540	
Port Dickson	630	2,888	
Radella		1,017	1,017
Rambia	671	4,152	
Ribu Rubber	5,613	4,934	29,631
Robana	10,000	12,500	55,720
Ratanul	1,490	5,120	
Riber Growers Assn.	2,404	3,998	15,530
Sengat	6,005	7,000	33,025
Selaba	5,786	5,586	26,320
Sungai Choh	3,930	4,630	21,380
Sungai Kapar	16,500	83,800	
Sandycroft	5,391	6,782	39,743
Seaford	14,874	18,421	
Selangor	32,750	108,152	
Semburan	31,516	34,081	176,070
Senawang	6,000	5,772	25,076
Shelford	6,700	28,200	
Spore & Johore	10,056	11,875	52,666
Singapore Para	4,950	4,900	28,650
Strait Rubber	21,980	24,700	146,810
Sungai Salak	4,103	2,022	11,381
Talok Anson	620	620	
Tali Ayer	12,200	13,100	56,800
Tratalgar	265	321	851
Troong		2,160	
United Singapore	1,420	1,610	6,490
United Sumatra		4,510	4,510
Vallambrosa	39,000	33,500	212,737

[All totals are calculated for the calendar year instead of the financial year, which differs with many companies. Managers of Estates, returns for which are above list are incomplete, will help to make the list more useful if they will kindly fill in the gaps.—(Singapore Free Press).]

## Shipping Reports.

Str. *Dromedary*, from Bangkok—Fine weather, smooth sea.

Str. *Zofra*, from Manila—Moderate to strong wind. Rough sea and heavy rain.

Str. *Amyra*, from Manila—Strong S.W. monsoon, heavy rain squalls, rough sea and cloudy weather.

Str. *Palat*, from Bangkok Swatow—During the trip had strong S.W. monsoon. Heavy rain squalls, rough sea and cloudy weather.

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## COMMERCIAL.

## TODAY'S EXCHANGE.

London—Bank T.T.	1/9 5/16
Do. demand	1/9 5/16
Do. 4 months sight	1/9 5/16
France—Bank T.T.	1/9 5/16
America—Bank T.T.	1/9 5/16
Germany—Bank T.T.	1/9 5/16
India T.T.	1/9 5/16
Shanghai—Bank T.T.	1/9 5/16
Singapore—Bank T.T.	1/9 5/16
Japan—Bank T.T.	1/9 5/16
Java—Bank T.T.	1/9 5/16

## Shipping.

1 months sight L/O	1/9 5/16
6 months sight L/O	1/9 5/16
30 days sight San Francisco & New York	1/9 5/16
4 months sight do.	1/9 5/16
30 days sight Sydney & Melbourne	1/9 5/16
4 months sight France	1/9 5/16
6 months sight do.	1/9 5/16
4 months sight Germany	1/9 5/16
Bar Silver	1/9 5/16
Bank of England rate	1/9 5/16
Sovereign	1/9 5/16

## SHIPPING AND MAELS

## MAILS DUE.

English (Assaye) 21st inst.	6 a.m.
Indian (Lighting) 22nd inst.	6 a.m.
Canadian (Montague) 24th inst.	6 a.m.
German (Prins Ludw.) 27th inst.	6 a.m.
Indian (Lalung) 29th inst.	6 a.m.
American (Siberia) 29th inst.	6 a.m.
American (China) 31st inst.	6 a.m.
American (Manchuria) 8th prox.	6 a.m.

The E. & A. Co.'s s.s. *Eastern*, which left here on 27th ult., arrived at Sydney on 16th inst.

The C. P. R. Co.'s s.s. *Empress of China*, which left here on 25th ult., arrived at Vancouver on 16th inst.

The Imperial German Mail s.s. *Roon*, which left here on 14th inst., at 4 p.m., arrived at Singapore on 19th inst., at 6 a.m.

The C. P. R. Co.'s s.s. *Montague* arrived at Nagasaki at 7 a.m. on 19th inst., and leaves again at 1 p.m. same day, for Shanghai, where she is due to arrive at 10 a.m. on 21st inst.

The T. K. K. s.s. *Chiyu* sailed from San Francisco on 19th inst., for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at this port on 19th prox.

## THE WEATHER.

On the 19th at 11.40 a.m.—The barometer has fallen quickly on the E. and N.E. coasts of China owing to the typhoon, which is moving Northwards and crossing the Lower Yangtze probably in the neighbourhood of Chinkiang.

It is likely to recur to the N.E. and cross the Yellow Sea.

Pressure has increased quickly over Formosa and the S.E. coast of China, and decreased slightly in the Southern Philippines. It is high over the Pacific to the S.E. of Japan.

Fresh S.W. and S. winds may be expected in the Formosa Channel and along the S. coast of China.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.36 inches.

## FORECAST.

1.—Hongkong and Neighbourhood, S.W. and S. winds fresh; fair.

2.—Formosa Channel, same as No. 1.

3.—South coast of China between Hongkong and Lanchow, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

## Shipping.

## ARRIVALS.

Mishima Maru, Jap. s.s., 5,270, A. E. Moses, 18th July—Yokohama 6th July Gen.—N. Y. K.

Devanagere Ger. s.s., 2,050, F. Rehwaldt, 18th July—Bangkok 13th July Rice and Meal.—B. & S.

Heldis Nor. s.s., 1,065, G. Selberg, 18th July—Bangkok via Swatow 10th July Rice and Gen.—Asgaard Thoresen & Co.

Paklat, Ger. s.s., 1,028, E. Gatenmann, 18th July—Bangkok and Swatow 17th July Rice.—B. & S.

Mandarin Maru, Jap. s.s., 3,245, K. Shimidzu, 18th July—Mikata 13th July Coal.—M. B. K.

Zofra, Br. s.s., 1,618, A. Fraser, 18th July—Manila 16th July Hemp and Gen.—S. T. & Co.

Beneluch, Br. s.s., 2,670, McWilliam, 18th July—London 4th June and Singapore 13th July Gen.—G. L. & Co.

Nippon Maru, Jap. s.s., 3,455, H. S. Smith, 19th June—San Francisco 21st June Mail Gen.—T. K. K.

Cadillac, Br. s.s., 3,509, McKay, 19th July—New York and Mail Petroleum—Standard Oil Co.

Amyra, Br. s.s., 2,787, J. Boyd, 19th July—Manila 16th July Hemp—D. & Co. Ld.

Bingo Maru, Jap. s.s., 3,873, S. J. Parson, 19th July—Colombo 14th July Bone Meal and Twist.—N. Y. K.

Clearance at the Harbour Office.

*Singapore*, for Hilo.

*Tain*, for Manila.

*Tain*, for Saigon.

*Indra*, for Saigon.

*Indra*, for Saigon.

*Indra*, for Saigon.

*Indra*, for Saigon.

*Indra*, for Saigon.

*Indra*, for Saigon.

*Ind*



## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROX. DIV. PERCENT. BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$1,000,000 \$500,000 }	\$2,028,928	{ 2 1/2% for half year ending 31.12.09 @ ex } 1/9 = 51.11	5 %	{ \$500 sales \$49 11/- }
National Bank of China, Limited	99,915	£7	£6	{ £4,000 \$1,000,000 }	\$30,552	8s (London 1/6) for 1908	...	576 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$150	\$50	{ \$1,500,000 \$154,581 \$304,792 \$181,000 }	none	\$10 for 1908	6 %	175 sellers
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 225,000 Tls. 225,000 Tls. 140,188 }	Tls. 207,573	Final of 7/6 making 15/- for 1908	5 %	Tls. 115
Union Insurance Society of Canton, Limited	12,400	\$350	\$100	{ \$1,000,000 \$193,240 \$105,240 \$712,525 }	\$287,084	Final of \$20 per share, making in all \$50 per share for 1908 and an interim dividend of \$30 per share for 1909	6 %	\$340
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$294,405 \$199,264 }	\$707,627	{ \$12/- for year ending 31.12.08 and interim of } 5/- on account of 1909	7 %	\$200 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$30	{ \$1,000,000 \$100,348 \$101,108 }	\$438,406	\$6 and bonus \$2 for 1908	7 %	\$119 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$350	\$50	{ \$1,500,000 }	\$426,228	\$27 for 1908	8 %	\$350 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$57,743 \$20,000 }	Dr. \$5,777	\$4/- for 1906	...	\$7 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$100,000 \$100,000 \$100,000 }	Nil.	2/- for year ending 30.6.1908	...	\$28 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$107,500 \$107,500 \$104,541 \$107,100 }	\$22,766	Final of \$12 for account 1910	8 %	\$321
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ £10,000 £10,000 }	£15,755	{ 6/- for 1907 on Preference shares only @ } ex 1/9 11/16 = 53.15	...	\$65 sellers
Do. Do. (Deferred)	60,000	£5	£5	{ £10,000 £10,000 }	£192,994	3rd in. of 2/- per sh. (comp. No. 12) making in all 4/- for '08 & interim of 1/- for ac. '09	5 %	102/- sellers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	{ £1,000,000 £77,850 £62,681 }	\$1,159	{ A dividend of 7 % } for y. ending 30.4. 1910	5 1/2 %	\$24 sellers \$13 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$10,000 }	...	...	...	...
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$20,000 \$12,550 }	Dr. \$8,090	\$10 per share for 1909	6 %	\$168
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none }	Dr. \$13,893	\$5 for 1897	...	\$26 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 }	Tls. 0.02	Tls. 10 for year ending 31.3.09	...	Tls. 825 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £1,000,000 £24,590 }	£1,435	Final of 1/6 making 3/- for 1909	9 %	Tls. 16 buyers Pa. 10
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	{ none }	none	First year	...	...
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10	{ £4,571 }	none	\$1 per share 1910 dividend	5 %	\$7 buyers
Oriental Consolidated Mining Co., Ltd.	500,000	G \$10	G \$10	{ none }	none	Final of Gold \$0.65 for 1909 in all G \$1.15	...	41/-
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$25,275 }	Dr. \$8,460	\$1.75 for year ending 31.12.08	...	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	{ \$550,000 \$1,093 \$40,000 }	\$204,847	\$12 for 1909	4 1/2 %	\$55 s. and ss.
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$50,000 \$58,442 }	\$138,715	Interim of \$12 for account 1909	...	\$50 sales
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 697,857 Tls. 50,000 Tls. 125,000 }	Tls. 6,261	Final of Tls. 3 making Tls. 6 in all on 1/9/10	6 1/2 %	Tls. 77
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 697,857 Tls. 50,000 Tls. 125,000 }	Tls. 9,222	Final of Tls. 4 making Tls. 7 for 1909	7 %	Tls. 120
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 \$1,000 }	Tls. 4,314	Tls. 6 for year ending 30.12.09	5 1/2 %	Tls. 101 sellers
Central Stores, Limited	10,123	\$15	\$15	{ \$15,000 \$48,075 }	\$4,061	\$1.20 on old and 60 cents on first new issue	8 %	\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$12,000 \$10,000 }	\$1,277	{ \$2.00 on old shares and 1.30 on new shares } for half year ending 31.12.09	2 %	\$105 1/2 sellers
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$100	\$100	{ \$80,000 \$10,000 }	\$2,700	Final of \$1 making \$7 for year end 31.1.09	7 %	\$101 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$150,000 \$10,000 }	\$5,471	45 cents for 1909	6 1/2 %	\$81 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ none }	\$249	\$24 for 1909	8 1/2 %	\$33 sales
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,125,045 Tls. 10,000 }	Tls. 62,069	Final of 6 % bonus Tls. 1 for 1909	6 1/2 %	Tls. 109
West Point Building Company, Limited	12,500	\$50	\$50	{ none }	\$1,951	Final of \$1.80 making in all 3.80 per share for 1909	8 1/2 %	\$39 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 5	{ Tls. 10,000 Tls. 40,098 }	Tls. 10,991	Tls. 12 for year ending 31.10.09	8 1/2 %	Tls. 122 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$125,000 \$20,000 }	\$9,551	50 cents for year ending 31.7.08	8 %	\$5 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000 }	Tls. 5,372	Tls. 7 1/2 for year ending 30.9.09	12 %	Tls. 571
Laotung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none }	Tls. 4,829	Tls. 6 for 1909	9 %	Tls. 70
Say Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 17,178 }	Tls. 11,172	Tls. 25 for 1909	10 %	Tls. 240
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £1,500 \$40,000 }	£204	15 % per share for 1908	...	\$10 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$720,000 }	Nil.	60 cents for 1909	6 %	\$91 buyers
China Light and Power Company, Limited	50,000	\$5	\$5	{ none }	\$61,218	10 cents for year ended 28.2.06	...	\$14 1/2 sellers
Do. Do. (Special shares)	50,000	\$5	\$5	{ \$100,000 }	\$2,602	80 cents for 1909	9 %	\$81 sales
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$1,250,000 \$1,000 }	\$1,250	\$1.20 for year ending 31.7.09	6 1/2 %	\$152 sellers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$300,000 \$1,000 }	\$4,290	Final of 40 cents making in all 75 cents per share for 1909	10 %	\$6.70 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$4,000,000 }	\$670	14 per cent. viz. \$1.40 for 1909	12 %	\$14 buyers
H. Price & Company, Limited	12,000	\$10	\$10	{ none }	\$11,798	A dividend of \$1.20 per share and a bonus of 10 cents	6 %	\$104 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$600,000 }	\$7,516	Final of \$3 for 1909	6 %	\$135 sales
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$125,000 }	\$9,176	Final of \$1 making in all \$2 for 1909	9 %	\$11 buyers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ Tls. 547,500 Tls. 67,524 }	Tls. 216,681	2nd interim dividend of Tls. 12 1/2 for 1909	5 %	Tls. 1,320
Maatschappij tot Exploitatie van Landbouw-plantsoenen in Langkat, Limited	25,000	Ga. 100	Ga. 100	{ Tls. 67,524 }	Tls. 216,681	50 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.12.10	5 1/2 %	\$14 sellers \$16.50 sellers \$10 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ none }	\$3,014	None	...	...
Peak Tramway Company (new)	50,000	\$10	\$10	{ none }	Pa. 18,640	None	...	...
Philippine Company, Limited	75,000	\$10	\$10	{ Tls. 14,810 Tls. 75,000 }	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	2 %	Tls. 240 sales
Shanghai-Sumit & Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	{ none }	none	First year	...	\$35 sellers \$800 Hong currency
Societe des Papiers et Papeteries du Tonkin	{ 13,200 Benefit shares 1,300 }	50 Hongkong Nemal	25 Currency	{ none }	none	None	...	\$26 buyers \$5 buyers
South China Morning Post, Limited	6,000	\$25	\$25	{ none }	Dr. \$21,006 \$27,000	None	...	12 %
Steam Laundry Company, Limited	20,000	\$25	\$5	{ none }	...	10 % for year ending 31st May 1910	...	8 %
Union Waterboat Company, Limited	50,000	\$10	\$10	{ \$500,000 }	\$342	60 cents for year ending 31.12.08	5 %	\$121 sellers
United Asiatic Oriental Agency, Limited	10,000	\$10	\$5	{ none }	\$1,041	35 cents for 1909	11 %	\$35 sellers & div. \$6 1/2 b. & 7 ss.
Watkins Limited	10,000	\$10	\$10	{ \$100,000 \$5,000 }	\$2,613	None	...	...
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	{ none }	...	None	...	...
William Powell, Limited	15,000	\$7	\$7	{ none }	\$782	None	...	...

## Intimations

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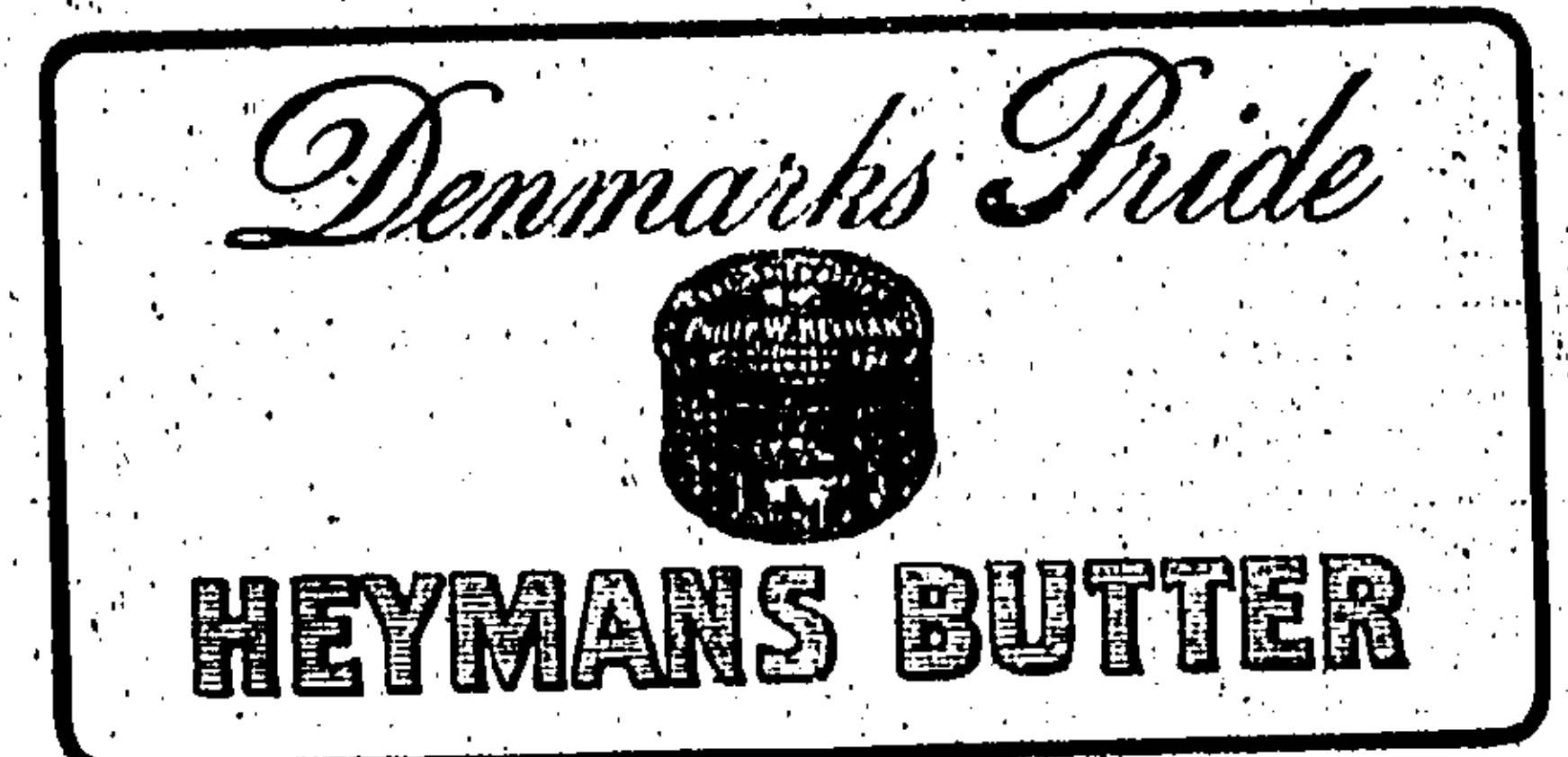
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**REASONABLE PRICES**  
Hongkong, 21st March, 1910

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LEIGHTON HILL ROAD.  
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**HAS established a SHOEING FORGE at**  
Leighton Hill Road where Horses and  
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SHANGHAI FARRIER by arrangement.  
Shoeing of Horses and Ponies also under-  
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**PRICES:**  
At the Stables or anywhere in Hongkong,  
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Hongkong, 23rd March, 1910.

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